The racing flottile of the yeahting association of Gravesend Bay assembled off the anchorage of the Bensonhurst Yacht Club at Ulmer Park yesterday afternoon to sail in the fourth race to count in the yeshing championship of the lower bay. Twenty-two boats made up the fleet, and of these twenty-one sailed, being divided into classes N. P. Q. Q. Special and R. R. The various winners of these divisions were respectively S. E. Vernon's Vivian II., J. B. O'Denchue's new N. Y. Y. C. So-focter Tabasco, G. H. Church's Sectta, R. C. Veit's Spots and the little Bets, owned by Snedeker and Camp. Hendon Chubb's class Q yacht Cockatee II. was the boat that did not start. This was due to the fact that her mast went by the board just before the praliminary gun was fired. The unlucky accident put her out of the Face, but did no further damage.

The regular racing course of the Gravesend Bay Association was exited by all the yachts. The course, however, was reversed, which caused the racers to have all the marks on the port hand. The wind was southeast, which made the first leg a broad reach to the mark anchored off the Marine and Field Club, at Bath Beach.

It was then a run to the second mark, which was anchored off the Marine and Field Club, at Bath Beach.

the mark anchored off the Marine and Field Club, at Bath Beach.

It was then a run to the second mark, which was anchored a little to the southward of the Engineer's dock at Fort Hamilton. Here the various divisions parted company. Classes P and above cut across the channel to the Craven Shoal bell buoy, then they beat to the Atlantic Yacht Club, at Sea Gate, finishing the journey by a short reach home Classes Q and below, however, beat directly to Sea Gate from the Fort Hamilton mark, and then they reached home. This gave the larger boats a voyage that aggregated 10 nautical miles, while Classes Q and below covered 7.62 nautical miles.

The feature of the regatta was the splendid handling of George H. Church's Saetta by E. F. Taft of the Atlantic Yacht Club. The boat won the Class Q division in 1:05:59, which makes a new record for the course. J. B. O'Donohue's N. Y. Y. C. 30 footer Tabasco also did unusually well. She not only finished dirst in the Class P division but, boat for boat, defeated S. E. Vernon's Visian II., the winner of Class N. by 42 seconds.

In Class N. Vivian II. virtually had a sali-over, as E. F. Luckenback's Bobtall, her only competitor, in the second round fouled the summary:

SHOOTE—CLASS M—START. SOS—COURSE, 16 MAUTICAL.

SLOOPS-CHASS N-START, 5:05-COURSE, 10 MAUTICAL

 CAL MILES.

 Facita, O. H. Churob.
 4 15 59
 1 05 56

 Miss Judy. D. U. Alierton
 4 18 32
 1 08 53

 More Trouble, W. H. Childs
 4 18 50
 1 08 50

 Oligwan, G. P. Reimers
 4 24 65
 1 14 56

 Oyeemah, A. McKay
 4 25 49
 1 16 49

 Quest, F. J. Havens
 did not finish

 SLOOPS—GLASS Q SPECIAL—START, 3:10—COURAM, 7.62

 NAUTICAL MILES.

ASSOCIATION FOOTBALL. Details of the Proposed Visit of Crank

Six of the seven clubs members of the Metropolitan Association Football League were represented at a meeting of the executive committee of that organization held yesterday at the office of the American Cricket Annual. The meeting was called to consider plans for the game with the English team

English Team.

which will play in New York in October. The action of the secretary in arranging this game was ratified and commended.

The accretary-treasurer of the league,

Jerome Flannery, tendered his resigna-tion, owing to ill health, and S. S. Christy, 624 American Tract Bullding, New York, was elected in his stead Mr. Christy has been a keen supporter of the game in New York for several years and is well and favorably nown among football players in the vicinity

for several years and is well and favorably known among football players in the vicinity of the city.

Further details were received here yesterday regarding the visit of the English players. The visitors will play their first game in Montreal on Sept. 9. They will then travel east and play Hamilton on the 11th. The following day they will spend visiting Niagara Falls, and on Wednesday, Sept. 13, they will play the Berlin team. Toronto will be played on the following Thursday or Friday, and then the Englishmen will face the Canadian champions at Galt on Saturday, Sept. 16.

From there the team will enter the United States and play in Detroit, St. Louis and Chicago before coming East. Three days will be given to Philadelphia and one to New York and Boston, the game in this city being scheduled for Saturday, Oot. 14. F. H. Milne of Sheffield United will captain the team, which will be made up from the following players:

Sir Charles Kirkpatrick, Dorking; C. B. Fry, Casuals; T. T. Fitchie, Woolwich Arsenal; J. D. Bamsdall, Notts Forest; V. J. Woodward, Tottenham; H. Smith, Reading; R. E. Hounsfield, T. Fietcher, Derby County; J. E. Rains, C. Coopland, Sheffield United; E. A. Milton, Saitby College; C. W. Storey, Corinthian; J. Bryning, F. Walmsley, Northern Nomade; Robert Hart, J. O. Dick, L. H. Skane, Queens Park, Classow.

Park, Glasgow.

The team is coming out with the full sanction of the English Football Association and will be accompanied by J. J. Bentley, the president of the organization. Sir Edward Cochrane, who has offered a \$500 cup to be played for during the tour will also come out for the conclusion of the tour, and will witness the games in Philadelphia, New York and Boston.

FIGHTERS BEGIN TRAINING. Talk of Transferring Britt-Nelson Fight to San Francisco.

According to a despatch from San Francisco an effort is under way to hold the proposed fight to a finish between Jimmy Britt and Battling Nelson at San Francisco instead of at Colma, Cal., as originally proposed. The change has been suggested because the colma. Cal., as originally proposed. The change has been suggested because the fighters think that they will be able to make more money by having the scrap decided in the city. The premoters had a long conference vesterday, but nothing was decided. It has been also proposed that the encounter take place on the night of Sept. 9 instead of during the afternoon, as the articles of agreement call for. The feeling in San Francisco, however, is that the original scheme will be adhered to and that the mill will take place at Colma in the afternoon.

Meanwhile the fighters have begun their training. Britt, bronzed and weatherbeaten, has returned to town from Lake Taboe. Immediately upon his arrival he went to Sheehan's Tavern, where he will be located until the day of the encounter. Britt is confident of defeating the Dane. He says: There is no denying that this fellow is the goods and all that. I ought to know, for I have had the gloves on with him. But I'm sure that he cannot whip me. Those who think that I cannot fight to a finish will be very much mistaken when I am through with Nelson. I will knock him out and do the trick in a manner that will be decisive. My training for Nelson will not differ materially from any of my previous bouts. I haven't met anything in my fights so far to warn me that i need to improve my methods of preparation, i have never come out of a fight exhausted or feeling any inconvenience. I am a little vain, in fact, about my powers of endurance. I don't say that I am the champion over long distances, but I don't believe there is a lightweight in the world who can put up with more than I can."

Nelson also started work yesterday. The Dane is very heavy just now and it is said that heavest at the said the said that heavest at the said the said that heavest at the said the said that heavest at the said. Nelson also started work yesterday. The Nelson also started work yesterday. The lane is very heavy just now and it is said hat he scales 144 pounds. Nelson intends to the bulk of his labors in the open air.

Mike Schreck Matched to Fight John Wille. Mike Schreck, the Cincinnati heavyweight, Mike Schreck, the Cincinnati newyweight, who has been trying to arrange a fight for tome time, has been finally matched to meet john Willie of Chicago in a twenty round bout. The men are to have it out at Salt Lake City before the Athensum Athletic Club on Sept. 5, The club has offered a large purse. Schreck was to have met Wille on a barge on the Mississippi River last Saturday hight, but through the vigilance of the police the contest had to be called off. AUTOMOSILES.

What better evidence can be given of the superiority of these famous Italian Cars than their record at the Gordon-Bennett Race? Not only did they capture second and third places, but Landa made the two fastest circuits of the day.

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NEWPORT 30 FOOTER WINS. Old Class Shows Superiority in Race With

New York Y. C. Class. NEWPORT, Aug. 19 .- The final race in the series for cups offered by the Newport Yacht Racing Association between the New York Racing Association between the New York Yacht Club 30 footers was sailed to-day. Additional interest was attached to the race in view of the fact that three of the old Newport 30 footers started, there having been much discussion as to which class was the faster. Judging from the result, the Newport boats are speedier, as the race was won by the Carolina, sailed by her owner, Pembroke Jones. One of the New York boats, the Oriole, finished second, while third and fourth places fell to the other twe Newport boats.

Newport boats.

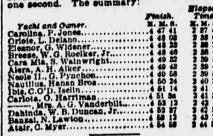
It was the most exciting race of the series, It was the most exciting race of the series, was sailed in a strong southeast wind, and the course was the longest yet sailed, being up the bay off Wickford Harbor to Briggs Ledge. There were fourteen boats in the race. The Eleanor was sailed by E. V. R. Thayer, Jr., the Banzai by Reginald Brooks, and the boat owned by Mrs. Vanderbilt by Harry O. Havemeyer, Jr., Mrs. Vanderbilt being his guest on board.

The yacht Kerin was used as the committee boat and the start was made off the Fort dock at 2:10. It was a pretty start, the Alera crossing first, with the Carolina a close second, the rest of the boats being bunched so well

the rest of the boats being bunched so well that it was hard to tell which had the advantage. It was a reach to Rose Island, where the boats hauled in their sheets and stood up the bay to a mark in Coddington Cove. On this reach the Eleanor got the lead, with

Trom this mark it was a run with spinnakers to Briggs Ledge, across the bay, there being little change in the position of the boats. The Eleanor still was in the lead at the outer mark, with the Carolina second and Oriole third. It was then a beat back to the mark in Coddington Cove, the race being between these three boats, the Eleanor still in the lead. After rounding this mark there was a lively luming match, the boats going well up in the cove, thereby losing much time, and when they again got on their course the Carolina was in the windward position, the Oriole second and the Eleanor third, which positions they held to the finish.

As a result of the series, the Oriole has won one first and two seconds, the Nautilus, one first, the Neols II, one first, the Alora one second the Ibis, one second and the Cara Mia one second. The summary: From this mark it was a run with spinnakers



International Chess.

BARMEN, Germany, Aug. 19.—In the sixth round of the international chess masters' tournament, played to-day, Bernstein won from Mieses, Janowski defeated Gottschall, Leonbardt won from Marshall, Suechting second against Bardalaban, Wolf downed Leonhardt won from Marshall, Suechting scored against Bardeleben, Wolf downed Burn, Alapin won from Schlechter, Tachigorin beat Berger and Maroczy beat John The unfinished game between Berger and Burn from the fourth round resulted in favor of Burn. The record to date:

Namb. W. L. Name. W. L. Alapin... 3 Leonhardt ... 21/6 Bardeleben... 2 Marocsy ... 2 Berger ... 2 Marshall ... 2 Marshall ... 3 Burn ... 3 Leonhardt ... 3 Section ... 3 Sectio

What's Going On in Automobile Circles. Motorists are exhibiting widespread interest in Percy F. Megargel in his 16 horse-power Rec touring car. Besides the novelty of this tour being the first round trip ever planned, it premises to be intensely valuable to motorists, in that the mileage between all towns will be taken, the altitudes, nature of the ground death of fords and grade percentage of ground, depth of fords and grade percentage of hills and mountains recorded. The best stepping places, gasoline supply houses and all other data practe, gasoline supply nouses and an elucit data of vital interest to motorists will be secured and furnished to the American Motor League, under whose auspices the tour is being made. The ryn will be through New York, nerthwestern Peansylvania, Ohio, Indiana, Illinois, Iewa, Nebrasia, Wyoming, Idaho, Oregon to Portland, then dewn through the Williamette Valley into California, to San Erandeno and then hack across the cross San Francisco, and then back across the great American desert of Nevada and Utah and threugh the States of Colorado, Kanasa, Missouri, Esn-tucky, West Virginia, Maryland, Delaware and New Jersey, back to New York city. Megargel has christened his ear the "Reo Mountaineer," is being of Reo make, and the fact that it will have the Rocky, Bitter Ecot, Cascade, Sierra Nevada and Blue Ridge mountain ranges to cross makes it very appropriate.

Hollander & Tangeman continued to be burger in business as the result of the fine showing of the Fiat cars in the Bennett race. It has been necessary to rush large orders to Turin to supplement the regular contracts. Twelve new cars arrived this week, and twenty more are te follow. Among the purchasers were John L. Flood, the wealthy Californian; William D. Reid of Newfoundland. J. E. Nicols, George Harris and C. H. Newell.

When its present plans are carried out, the factory of the Pope Motor Car Company at Toledo. Ohlo, will be one of the largest in the country. It is announced that additions will be made to the plant which will give the company an additional plant which will give the company an additional 40,000 square feet of floor space, or a total of 400,000 square feet. Next year it is planned to make a specialty of cars rating at 20 horse-power, 20 horse-power and 45 horse-power, though en aspecial orders cars will be built up to \$5 horse-power. The working force will be increased to 1,600 men, and it is said that 1,200 to 1,600 cars of the 1906 medes

It is noticeable that increasing numbers of the

Dunganess, the beautiful island off the east coast, which is the Southern home of the Carnegie family now beasts of four electric automobiles that will be used as substitutes for the horses which were formerly on the island. The cars were bought from the Pope Manufacturing Company's Boston branch by W. E. Page, who manages the Carnegie property. Two of them are Pope-Waverly speed wagons of the electric type, and the other two are family buses.

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